

2022 WPRM Accomplishments

- Kerry Cochran

The museum's operations were greatly increased in 2022 compared to the dark days of the pandemic, many items were accomplished by volunteers and the museum staff including:

- 2022 WP Historic Calendars were published and sold out.
- 2022 WP Historical Convention held in Reno.
- WP165 was used for the first time, operating for the WP Historical convention in May.
- During July and August, we had the WP 165 run the caboose train with it leading the caboose consist.
- Work done on the Steam Department's fuel tank car.
- Breckyn Shirley and Ann Cary ran the Museum Store.
- The museum replaced our AT&T internet service with service from Plumas-Sierra Telecommunications at reduced cost and improved performance.
- Held the 2022 BOD election which resulted in a white ballot.
- Received donation of WP 61180 boxcar from Seneca Health Care in Chester. (Will be used as another archive car.)
- The Museum Store had a major restock of new merchandise.
- Work continued on the WP 705 prep work. Old lettering removed, sanding and spot priming started (on-going project).
- Improved profitability of the Museum Store.
- Quincy RR 1100: Mechanical work to keep it working during 2022 for use around the museum.
- Archive Car: Completed work on moving more of our collection into the archive car, including some newly found slide collections. We received several high-profile members photo/slide collections this year. See website for the new Historical/Archive Collection pages.
- Added new collections and materials to the Archives.
- Crew training held in person and online.
- Answered questions for information on the WP through the website. (These are questions that are sent to the Archive Department.)
- Received donation of 1910 built heavyweight passenger coach WP 302.
- Moved WP 302 from Indiana to the museum.
- Aided in the founding of the Nevada-California-Oregon Railway historical group.
- SN 1642 Caboose exterior restoration work (on-going project) continued; sanding, filling of holes and primer paint applied.
- Tree, brush and weed abatement around the balloon track and the museum to reduce the fire danger.
- General clean-up around the Engine House.
- Republished ten WP equipment books to restock the museum store.
- Held *Pumpkin Express* trains (back after the COVID-19 pandemic).
- WP 165 pulled the *Pumpkin Express* train for one Saturday.
- Held *Santa Trains* (back after the COVID-19 pandemic).
- New roll-up doors installed on east end of shop.
- Mechanical work done on tamper.
- New ballast added to the balloon track.
- New bucket was acquired for the museum's LOED (Telehandler).
- Mechanical work performed on WP 1503, QRR 1100, WP 707, WP 805A and SP 2873.
- Started planning on joint NMRA/PCR/FRRS 2023 convention in Sacramento.
- Made improvements to the Museum Tour system and QR code signs were placed on over 100 artifacts at the museum.

- Four new videos were posted on the museum's YouTube channel.
- New "handle" created for our YouTube channel: youtube.com/@WPRM
- WP Cloud Server upgraded and usage expanded.
- Significant improvements made to the society's mobile web pages.
- Twenty news items added to News Archive web page.
- Members of the Historical/Archive Department made a special visit to the California State Railroad Museum's library and archives in Sacramento.
- With help from CSRM providing the one missing issue, the complete set of WP's *Headlight* magazines from the 1940's are now posted on the website.
- Ninety-seven new subscribers to the WPRM News Mailtrain service. This brings the total subscribers count to 387.
- Twelve email blasts were made to the WPRM News subscribers.
- New Mailtrain subscription list created for FRRS Board Meeting material.

Not to forget our team:

All the volunteers who supported the museum in 2022.

Webmaster for keeping our website up to date.

Four issues of the *Train Sheet* were published per schedule.

Two issues of the *Headlight* were published and sent out to the members.

Western Pacific Coach 302 Arrives

- Eugene Vicknair

After a false start at the end of September, the morning of October 14 saw 1910 built Pullman passenger coach Western Pacific (first) 302 being loaded onto its massive steerable low boy trailer in North Judson, Indiana at the Hoosier Valley Railroad Museum. Although there were some issues and minor crisis points, the carbody and its trucks (travelling on their own trailer) began the cross-country journey.

The trucks arrived on Wednesday, October 19th and were unloaded thanks to the skilled efforts of David Elems and Roger Stabler. Then the wait began for the main event.

Unfortunately, the rescheduled arrival time placed the delivery of WP 302 right at the beginning of the second weekend of the *Pumpkin Patch Express*, expected to be our biggest weekend of the event. Target arrival was early Saturday morning, October 22, so at first light Bragg Crane arrived and set up. Unfortunately, a breakdown in communications meant we had no updated location on the truck and the driver was fighting weather and

headwinds coming across Utah and Nevada. For safety reasons, the decision had been made to keep the museum closed to the public while the cranes were prepped for lift and doing actual lift work, so the opening of the museum for the Pumpkin Patch Trains was delayed.

About 11:30 a.m., member Tom Mueller called me to ask if our new railroad car was dark green and on a large low black trailer. When I confirmed, he notified me that the load was outside of Lovelock, Nevada, about 145 miles away. Doing some quick math, we realized that the truck would not arrive before 4:30 p.m. that day due to the low speed it needed to travel for safety. We conferred with the Bragg Crane crew and they agreed no lift would happen that day, but they did not have an opening to return for about a week!

Thankfully, the Bragg crew offered to give up part of their Sunday and return to complete the lift. We cannot thank them enough for their generosity in doing this. Plans were hastily changed, the cranes secured for the night and the crew headed home in time for the museum to open at 12:30, starting off the biggest day of the *Pumpkin Patch Express*.